

Message Text

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PAGE 01 ABU DH 02845 110619Z
ACTION PM-05

INFO OCT-01 NEA-10 ISO-00 MCE-00 ABF-01 OMB-01 TRSE-00
IGA-02 AID-05 EB-08 SS-15 SP-02 DODE-00 L-03
IO-13 CIAE-00 INR-07 NSAE-00 NSC-05 /078 W
-----032588 110629Z /16
R 110508Z OCT 77
FM AMEMBASSY ABU DHABI
TO SECSTATE WASHDC 6727
INFO AMEMBASSY SANA

C O N F I D E N T I A L ABU DHABI 2845

E.O. 11652: GDS
TAGS: MASS, YE, TC
SUBJECT: YEMEN NAVY PATROL BOATS

REF: (1) SANA DAO 447 OCT 77; (2) SANA 3968

1. WE APPRECIATE YEMENI GOVERNMENT AND USDAO SANA CONCERNS ABOUT NEGATIVE IMAGE PROJECTED BY CONTINUING DETERIORATION OF US-MADE PATROL BOATS. HOWEVER, AS AMBASSADOR SCOTES CORRECTLY POINTED OUT TO PRESIDENT AL-HAMDI, THESE CRAFT WERE PURCHASED AS PART OF

COMMERICALDEAL WORKED OUT BETWEEN YARG, UAE, AND AMERICAN SUPPLIER. USG WAS NOT PARTY TO THESE NEGOTIATIONS. WE HAVE NO BACKGROUND INFORMATION ON 1975 ABU DHABI PURCHASE AGREEMENT WITH MARINE DYNAMIC CORP, TERMS OF UAE-YAR UNDERSTANDING AS TO WHAT UAE FINANCING WOULD COVER(I.E., WHETHER SPARES, TRAINING, AND MAINTENANCE INCLUDED), OR EVEN WHO WITHIN UAE WAS RESPONSIBLE FOR CONCLUDING THIS AGREEMENT. WE SEE PRACTICAL PROBLEMS AS WELL AS POLICY ONES IN APPROACHING UAEG AS SUGGESTED USDAO SANA.

2. FRANKLY, IF PRESIDENT HAMDI WOULD LIKE THESE
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VESSELS REPAIRED, IT SEEMS TO US THAT YARG SHOULD TAKE INITIATIVE OF GOING BACK TO UAEG FOR HELP. WE NOTE THAT ACCORDING PARA 7 OF REF USDAO SANA CABLE, CONTACTS BETWEEN TWO GOVERNMENTS MAY ALREADY HAVE TAKEN PLACE BUT MAKES NO MENTION OF WHAT SUMS MAY BE INVOLVED. IF NEGOTIATIONS HAVE SO FAR FAILED TO ACHIEVE DESIRED RESULTS, THIS MAY BE DUE TO FAILURE

OF YARG TO PURSUE SUBJECT VIGOROUSLY AT PROPER LEVELS WITHIN UAEG OR ELSE TO PUT FORWARD PERSUASIVE CASE FOR UAE CONSIDERATION. IN EITHER EVENT, THIS IS CLEARLY A SITUATION WHERE YEMENIS, NOT US EMBASSY IN ABU DHABI, SHOULD BE EXPECTED TO TAKE RESPONSIBILITY FOR FINDING SOLUTION TO PROBLEM OF LOCATING FUNDS TO PURCHASE LOGISTICS AND TRAINING ASSISTANCE REQUIRED FOR THESE BOATS. UNTIL WE HAVE A MUCH CLEARER IDEA OF HISTORY OF EARLIER TRANSACTION, WHAT YAR WOULD REQUIRE TO PUT SHIPS BACK INTO OPERATION, AND RESULTS OF YARG APPROACHES TO UAEG, WE DO NOT BELIEVE WE SHOULD WEIGH IN WITH LEADERSHIP HERE.

3. OUR RELUCTANCE TO BE ASKED TO INTERVENE WITH UAEG ON BEHALF OF YAR IN THIS CASE IS HEIGHTENED BY OUR RECENT CONTACTS WITH ABU DHABI FUND ON BEHALF OF USAID TAIZ WATER AND SEWERAGE PROJECT, COSTS OF WHICH HAVE ESCALATED SHARPLY WITHOUT EMBASSY FOREKNOWLEDGE AND WHICH HAS LEFT FUND OFFICIALS HERE SOMEWHAT JAUNDICED TOWARD PROJECT. WHILE THESE TWO PROJECTS OBVIOUSLY NOT RELATED, FACT IS THAT SUPPORT OF NAVAL VESSELS HAS POTENTIAL TO BECOME EXPENSIVE AND OPEN-ENDED AFFAIR, ULTIMATE COST OF WHICH TO UAE COULD BE HARD TO CALCULATE. THIS IS ALL THE MORE REASON IN OUR VIEW FOR YARG TO TAKE RESPONSIBILITY OF NEGOTIATING WITH UAEG FOR FINANCIAL ASSISTANCE
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NEEDED TO PUT BOATS BACK IN WATER.
DICKMAN

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Message Attributes

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Channel Indicators: n/a
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Concepts: NAVAL SHIPS
Control Number: n/a
Copy: SINGLE
Sent Date: 11-Oct-1977 12:00:00 am
Decaption Date: 01-Jan-1960 12:00:00 am
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 22 May 2009
Disposition Event:
Disposition History: n/a
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Executive Order: GS
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ISecure: 1
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